





## For Sale.

**MacSWEN, FRICKEL & Co.**  
No. 53, Queen's Road East,  
(OPPOSITE THE COMMISARIAT),  
ARE NOW LAND-  
ING FROM AMERICA.

**CALIFORNIA**  
**CRACKER**  
COMPANY'S BISCUITS in 5 lb  
tins, and loose.  
Soda BISCUITS.  
Assorted BISCUITS.

Small HOMINY.  
Cracked WHEAT.

OATMEAL.  
CORNMEAL.

White BEANS.  
TOPOCAN BUTTER.

Eastern and Californian CHEESE.  
CODFISH in Tins.

Prime HAMS and BACON.  
Eagle Brand Condensed MILK.

Family BEEF in 25 lb kegs.  
Boat Ideal SALMON in 5 lb cans.

Outing's Dessert FRUITS in 24 lb cans.  
Assorted Canned VEGETABLES.

Potted SAUSAGE and Sausage  
MEAT.

Stuffed PEPPERS.  
Assorted SOUPS.

Richardson & Robbin's Celebrated Potted  
MEATS.

Richardson & Robbin's Curried OYSTERS.  
Clam CHOWDER.

Fresh OREGON SALMON.  
Dried APPLES.

TOMATOES.  
SUCCOTASH.

BROWN.  
Maple SYRUP.

Golden SYRUP.  
LOBSTERS.

OYSTERS.  
HONEY.

Corn STARCH.  
Green CORN.

**FAIRBANKS' SCALES.**

400 lb Capacity.  
600 lb "

900 lb "  
1,200 lb "

CORN BROOMS.  
OFFICE HIGH CHAIRS.

AXES and HATCHETS.  
AGATE IRON WARE.

WAFFLE IRONS.  
SMOOTHING IRONS.

PAINTS and OILS.  
TALLOW and TAR.

VARNISHES.

**DEVOS' NONPAREIL**

**BRILLIANT**

**KEROSENE OIL,**

150° test.

Ex late Arrivals from  
England.

A LARGE ASSORTMENT OF  
STOCKS,

including:

BREAKFAST TONGUES.  
CAVIAR.

ASPARAGUS.  
SOUPS, &c.

TESSONBAU'S DESSERT FRUITS.  
ALMONDS and RAISINS.

PICNIC TONGUES.  
COGNAC.

VAN HOUTEN'S COCOA.  
LIEBOW'S & ERI'S COCOA.

FRENCH PLUMS.  
PATE DE FOIE GRAS.

MINCEMEAT.  
SAUSAGES.

BROWN.  
DANISH BUTTER.

SPARTAN

**COOKING STOVES.**

ENGLISH CUTLERY.

ELECTRO-PLATE.

CROCKERY & GLASS WARE.

CLARETS:

CHATEAU MARGAUX.  
CHATEAU LA TOUR, pints & quarts.

CHATEAU LAURE, " "

BREAKFAST CLARET, " "

SHERRIES & PORT:

SACON'S MANZANILLA & AMON-  
TILLADO.

SACON'S OLD INVALID PORT  
(1848).

HUNT'S PORT.

BRANDY, WHISKY, LIQUEURS, &c.,

1 and 2-star HENNESSY'S BRANDY.  
Bisquit Dubouche & Co.'s BRANDY.

FRONT OLD BOURBON WHISKY.  
KIMBLE'S LL WHISKY.

## Entertainment.

**THEATRE ROYAL.**  
CITY HALL, HONGKONG.

THE LOFTS TROUPE!  
THE LOFTS TROUPE!!  
THE LOFTS TROUPE!!!

NOTICE.

THE Repertoire of the above Company  
is now on view at Messrs. KELLY &  
WALSH'S. It contains Eighteen Pieces, from  
which intending Subscribers are respectfully  
requested to select the Twelve they wish  
to see performed. The Management to be  
guided by the majority, in order to give  
satisfaction.

THE PERFORMANCES  
will commence about  
the 22nd of this month, November,

GILBERT and SULLIVAN'S WORLD-FAMED  
PIRATES OF PENZANCE!!

PIRATES OF PENZANCE!!!

BARTLEY O'BRIEN,  
Agent.

Hongkong, November 6, 1883.

CHRISTMAS AND NEW YEAR  
CARDS.

A Variety of the NEWEST DESIGNS  
now on view.

HONGKONG DISPENSARY.

Hongkong, November 15, 1883. 86c84

**To-day's Advertisements.**

NOTICE.

THE Undersigned begs to give Notice  
that he has SOLD THE STOCK-IN-  
TRADE and GOODWILL of the Business  
of the late JOHN NOBLE to Messrs. C.  
J. GAUPP & Co.

JOHN S. COX,  
Administrator to the Estate of the late  
JOHN NOBLE.

WITH Reference to the above, we beg  
to Notify that we have PUR-  
CHASED THE BUSINESS of the late  
JOHN NOBLE, which will be carried on  
in the present Premises and under the  
same Style as heretofore, and having now  
the largest and best Assorted Stock of  
WATCHES and JEWELLERY in the  
Colon, we trust to receive the Continuance  
of the Patronage Bestowed upon our pre-  
decessor.

CHAS. J. GAUPP & Co.

Hongkong, November 19, 1883. del9

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP  
COMPANY.

THROUGH TO NEW YORK, VIA  
OVERLAND RAILWAYS, AND TOUCHING  
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF  
RIO DE JANEIRO will be despatched  
for San Francisco, via Yokohama, with  
the option of calling at Honolulu, on  
MONDAY, the 2nd December, at 3 p.m.,  
taking Passengers and Freight, for Japan,  
the United States, and Europe.

Through Bills of Lading issued for trans-  
portation to Yokohama and other Japan  
Ports, to San Francisco, to Atlantic and  
Inland Cities of the United States, via Over-  
land Railways, to Havana, Trinidad, and  
Demerara, and to ports in Mexico, Central  
and South America, by the Company's and  
connecting Steamers.

Through Passage Tickets granted to  
England, France, and Germany by all  
trans-Atlantic lines of Steamers.

Return Passages.—Passengers, who  
have paid full fare, re-embarking at San  
Francisco for China or Japan (or vice versa)  
within six months, will be allowed a discount  
of 20% from Return Fare; if re-embarking  
within one year, an allowance of 10% will  
be made from Return Fare. Pre-Paid Re-  
turn Passage Orders, available for one year,  
will be issued at a Discount of 25% from  
Return Fare. These allowances do not apply  
to through fares from China and Japan to  
Europe.

Freight will be received on board until 4  
p.m. on the 2nd Dec. Parcel Packages  
will be received at the office until 5 p.m.,  
same day; all Parcel Packages should be  
marked to address in full; value of same  
to be declared.

Consular Invoices to accompany Overland  
Cargo should be sent to the Company's  
Office in Sealed Envelopes, addressed to the  
Collector of Customs at San Francisco.

For further information as to Passage  
and Freight, apply to the Agency of the  
Company, No. 50A, Queen's Road Central.

F. R. FOSTER,  
Agent.

Hongkong, November 19, 1883. de3

**SHARE LIST.—QUOTATIONS.** Nov. 19, 1883.

Stocks.

Bank.

HK. & S'ha.

Bank.

60,000 \$ 125 1/2

125 1/2

3,168,336 1/2

52,500.00 1/2

100% = \$362 1/2

INSURANCE.

Nth. China Ins.

1,000 TL 2,000 TL 500 TL

400,000 TL 230,464.77 TL 75

TL 1875 p. sh.

Yangtze Ins.

1,200 TL 350 TL 350 TL

538,235.71 TL 3,039.76

18% TL 1000

Union Ins. Soc.

2,000 \$ 1,250 \$ 125 \$

500,000 \$ 976,591.00 \$ 18.29

\$620

China Traders

Insurance.

24,000 \$ 83.33 \$ 25 \$

600,000 \$ 107,411.65

## To-day's Advertisements.

**THE CHINA & MANILA STEAMSHIP  
COMPANY, LIMITED.**

FOR MANILA VIA AMOY.

The Co.'s Steamship  
"Diamante," Captain CUTLER, will be  
despatched for the above  
Ports TO-MORROW, 20th Inst., at 5 p.m.

For Freight or Passage, apply to  
RUSSELL & Co.,  
General Managers.

Hongkong, November 19, 1883. no20

**DOUGLAS STEAMSHIP COMPANY,  
LIMITED.**

FOR SWATOW, AMOY AND  
TAIWANFOO.

The Co.'s Steamship  
"Abbay," Captain GODDARD, will be  
despatched for the above  
Ports on WEDNESDAY, the 21st Inst., at  
Daylight, instead of as previously advertised.

For Freight or Passage, apply to  
DOUGLAS LAPELAK & Co.,  
General Managers.

Hongkong, November 19, 1883. no21

**INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.**

FOR SHANGHAI

(Taking Cargo & Passengers at through rates  
for CHEFOO, HANKOW and Ports  
on the YANGTZE.)

The Co.'s Steamship  
"Fookang," Captain HONG, will be  
despatched for the above  
Ports on SATURDAY, the 24th Inst., at  
4 p.m.

For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
General Managers.

Hongkong, November 19, 1883. no23

FOR LONDON AND HAMBURG, VIA  
SUZ CANAL.

(Calling at SINGAPORE.)

The Steamship  
"Polythymia," Captain BOWEN, will be  
despatched for the above  
Ports on SATURDAY, the 24th Inst., at  
4 p.m.

For Freight or Passage, apply to  
SIEMSEN & Co.,  
Agents.

Hongkong, November 19, 1883. no24

**STEAMSHIP "SINDH."**

COMPAGNIE DES MESSAGERIES  
MARITIMES.

NOTICE.

CONSIGNEES OF Cargo per Steamship  
"Sindh," from London, in connection  
with the above Steamer, are hereby  
informed that their Goods—with the  
exception of Opium, Treasure, and  
Valuables—are being landed and stored  
at their risk at the Company's Godowns,  
whence delivery may be obtained immedi-  
ately after landing.

Optional Cargo will be forwarded on,  
unless intimation is received from the Con-  
signees before Noon To-day (SUNDAY), re-  
questing it to be landed here.

Bills of Lading will be countersigned by  
the Undersigned.

Goods remaining unclaimed after MON-  
DAY, the 20th Instant, at Noon, will be  
subject to rent and landing charges.

All Claims for damage must be sent in  
to me before the 25th Instant or they will  
not be recognized.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,  
Agent.

Hongkong, November 18, 1883. no25

FROM HAMBURG, PENANG AND  
SINGAPORE.

THE Steamship "Mascotte," Capt. FRIE-  
SEN, having arrived from the above  
Ports, Consignees of Cargo are hereby  
informed that their Goods are being landed  
and stored at their risk into the Godowns  
of the Undersigned, whence and/or from  
the Wharves or Boats delivery may be  
obtained.

Optional Cargo will be forwarded un-  
less notice to the contrary be given before  
Noon To-day, the 19th Instant.

Cargo remaining undelivered after the  
23rd Instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by  
SIEMSEN & Co.,  
Agents.

Hongkong, November 19, 1883. no26

## To-day's Advertisements.

**SHIRE LINE OF STEAMERS.**

FOR YOKOHAMA AND HIOGO.

The Steamship  
"Rickard," Captain RICKARD, will be  
despatched for the above  
Ports at Daylight TO-MORROW,  
the 20th Instant.

For Freight or Passage, apply to  
ADAMSON, BELL & Co.,  
Agents.

Hongkong, November 19, 1883. no20

**SHIRE LINE OF STEAMERS.**

FROM LONDON, PENANG AND  
SINGAPORE.

THE Steamship "Rickard," Captain  
Rickard, having arrived from the  
above Ports, Consignees of Cargo are hereby  
informed that all Goods, with the exception  
of Opium, are being landed at their risk into  
the Godowns of the Undersigned, at Wan-  
chait, No. 3, behind the premises known as  
"Blue Buildings," whence and/or from the  
Wharves or Boats delivery may be obtained.

Optional Cargo will be forwarded, un-  
less notice to the contrary be given before  
Noon To-day.

No Claims will be admitted after the  
Goods have left the Godowns, and all Goods  
remaining after the 25th Instant will be  
subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by  
ADAMSON, BELL & Co.,  
Agents.

Hongkong, November 19, 1883. no26

**Not Responsible for Debts.**

either the Captain, the Agents, nor  
Owners will be responsible for any  
Debt contracted by the Officers or  
Crew of the following Vessels, during  
their stay in Hongkong Harbour:

Comet, German ship, Capt. D. Siegen-  
stein.

Rise, German brig, Captain R. Brinck-  
meier—Captain.

Haydn Brown, Amor, barque, Capt. C.  
Havener—Russell & Co.

Lilly Grace, Hawaiian barque, Captain  
Samuel R. Hughes—Russell & Co.

Mount Lebanon, Brit. barquette, Capt.  
Nelson—Russell & Co.

Orizaba, American ship, Capt. Benjamin  
Carver—Russell & Co.

Saunders, American ship, Captain J. W.  
Small—P. & O. S. N. Co.

Selembrina, British steamer, Captain  
Fowler—Russell & Co.

Frederick Miller, German ship, Capt. T.  
C. Meyer—Thomas Rowe & Smith.

**SHIPPING.**

ARRIVALS.

Nov. 18, Sallee, French steamer, 323, V.  
do Arrangon, Huiphong Nov. 19, General.  
—A. R. MARY.

Nov. 18, Buntlo, German barque, 524,  
H. Haase, Newchwang Nov. 9, Beans,  
Weller & Co.

Nov. 18, Lee Yuen, Chinese steamer, 734,  
P. Burdick, Chefoo Nov. 12, General.  
—C. M. S. N. Co.

Nov. 18, Polythymia, German steamer,  
1055, R. Bohne, Swatow Nov. 17, General.  
—SIEMSEN & Co.

Nov. 18, Sindh, French steamer, 2090,  
L. Quereau, Marseilles Oct. 14, Naples 16,  
Port Said 20, Suez 21, Aden 26, Colombo  
Nov. 3, Singapore 9, and Saigon 13, Mails  
and General.—MESSAGERIES MARITIMES.

Nov. 18, Tannadick, British steamer,  
1408, S. G. Green, Foochow Nov. 16, Tea.  
—GIBB, LIVINGSTON & Co.

Nov. 18, Abbey, British steamer, 360, F.  
D. Goldard, Taiwanfo Nov. 15, Amoy 16,  
and Swatow 17, General.—DOUGLAS LA-  
PELAK & Co.

Nov. 18, Fookang, British steamer, 1503,  
M. M. Andrews, Shanghai Nov. 15, General.  
—C. M. S. N. Co.

Nov. 10, Radnorshire, British steamer,  
1201, S. G. Rickard, London Oct. 1, and  
Singapore Nov. 11, General.—ADAMSON,  
BELL & Co.

Nov. 10, Fouca, British steamer, 1271,  
Druck, Haiphong Nov. 16, Timbuc-  
—RUSSELL & Co.

Nov. 10, Fookang, British steamer, 900,  
Hong, Shanghai Nov. 16, General.—JAN-  
DINE, MATHESON & Co.

Nov. 10, Mascotte, German steamer, 1262,  
G. Petersen, Hamburg Oct. 1, and Singa-  
pore Nov. 11, General.—SIEMSEN & Co.

Nov. 10, Duhung, German steamer, 222,  
Schultz, Penang Nov. 4, and Singapore 9,  
General.—BUS HIN CHAN.

Nov. 10, Carl Ritter, German barque,  
595, C. Muhl, Chefoo Nov. 12, Beans and  
General.—SIEMSEN & Co.

Nov. 10, Ed Knig, German barque,  
456, A. Nausch, Newchwang Nov. 7, Beans.  
—SIEMSEN & Co.

Nov. 18, Abbey, for Saigon.

18, Haiphong, for Swatow, &c.

18, Amoy, for Singapore, &c.

18, Nam-tien, for Hoihow, &c.

18, Guein & Ocar, for New York.

18, Brant, for Bangkok.

18, Brant, for Yokohama.

18, Sindh, for Shanghai.

18, Glenartney, for Shanghai.

18, Ville de Cadix, for Saigon.



In order to facilitate the operations in the direction of Bao-ninh, a fortified work called the *de* was built on the bank of the *Songkoi*, which is the route to Bao-ninh branches off. It is composed of two block-houses placed parallel to each other at a distance of a boat's length, connected by a parapet mounted with cannon.

An expedition to Bao-ninh is spoken of as soon as the troops arrive. The expedition will be made by water in order to avoid the fortifications which the Chinese have thrown up for the defence of the passage by the land route, which runs among a series of small hills easily fortified. The Chinese are concentrating on Bao-ninh, and seem in part to have abandoned Sonai.

The persons whose houses were burnt at Hanoi, in order to isolate the Concession after the death of Commandant Riviere, have not yet been indemnified for their losses. The Government of Cochinchina refuses to entertain the claims because it has nothing to do with the Tonquin affairs, while the Tonquin Government has no time to examine the claims and no funds to satisfy them. In the meantime the sufferers by the fires lighted by the French troops vegetate as well as they can.

The provisioning of the troops is a matter of difficulty on account of the want of stocks on the spot. Everything has to be obtained from Hongkong and China, and the rates, in order to obtain horses \$128 a piece had to be paid, in addition to the transport, while ordinarily they can be brought for less than half that amount.

After the recovery of the head of Commandant Riviere's body, easily recognizable, was found in a river, a full of feeling. On the 13th, October a mass was said by the Bishop in the barracks-square. Two coffins were exposed, one containing the head and body of Commandant Riviere, the other containing the heads of the officers and soldiers killed on the 19th May, whose bodies have not been recovered. During the ceremony the ships had their flags at half-mast, and on its conclusion the *Surprise* fired minute guns. The troops then marched to the cemetery, preceded by the band playing a funeral march. One of the coffins was carried by sailors, the other by marine infantry. After the benediction Commandant Riviere's body was placed in a coffin, and the Bishop renewed the services of Commandant Riviere from the Kanak inscription, services which brought him into view and secured for him the command of the Tonquin expedition; his brilliant conduct in that position, although he had only a handful of men, the taking of Bao-ninh, and finally, his death on the field of glory. He also mentioned the other deceased officers—MM. Burthe, de Vliers, Jacquemin, etc., and referred to the soldiers "who died for the defence of civilization against barbarism." He concluded by saying to all these brave men, "A *reposez-vous en paix*." When the coffin containing the body of Commandant Riviere was lowered into the grave the troops fired a volley.

We are informed that a bank deposit receipt of \$70.40 in the name of the Colonial Treasurer was picked up in the street by a poor Chinaman, who took it to once to the Treasury, and was rewarded with thanks; the officials probably considering that virtue is its own reward.—*Strait Times*.

The Colonel Commanding the 102nd Regiment (the old Madras Fusiliers), now stationed at Colombo, would seem, says the *Strait Times*, to have curious ideas on the subject of religion. So long as he confined them to himself, no one would have any right to interfere with him. But when, according to a letter appearing in a Ceylon paper, he thinks it necessary to condemn dances, private theatricals, and singing amongst the men under his command, British taxpayers can only regret that the present system in vogue in their army enables such an officer to be raised to a position for which he is manifestly unfit. The correspondent of the *Times* of Ceylon states that owing to the "intolerable and unbecoming" of their Colonel, the "only" amusement left to the gallant 102nd is "drinking." Descriptions are said to be frequent, and an officer had lately to be sent to Australia after four men, a little trip which cost the State £500.

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## THE FRENCH MILITARY OPERATIONS IN TONKIN.

(From our Special Correspondent.)

Hai-phong, Nov. 15.

The steamer *Venise* and *Salte* both leave here to-morrow morning for Hongkong. Since the date of my last, sent per S. S. *Nam-tien*, a large number of the new arrivals have been despatched up the river, all the transport service of the port having been chartered or requisitioned for the purpose, and at present it is quite impossible for any civilian, whether newspaper correspondent or not, to obtain a passage to Hanoi, as orders have been sent down to grant no permit, either for passengers or goods, for the present. I hear that it is extremely problematical whether any correspondents will be allowed to follow the course of the campaign from Hanoi, and it is even said that none will be allowed to go as far as that place again, but I shall probably know more on the subject in a week's time. It is well known that Admiral Courbet has not even a smattering regard for representatives of the press. Meanwhile life in Hai-phong is anything but a bed of roses. Since the arrival of the *Turcos*, or Algerian tirailleurs, as they are sometimes called, the village, or the part of Hai-phong outside the Concession, in which I have the misfortune to live, has been given up to their tender mercies, and although they bear the reputation of being lions in the field, they are certainly not desirable neighbours in garrison. Rows and disturbances are of hourly occurrence, and the unfortunate natives have been having a very bad time of it. For one or two nights all the native women, and many of the men, sought shelter in the paddy fields at the back of the village, deserting their houses en masse. We have still some four hundred of these wretched warriors in Hai-phong, and this morning a strong detachment of them were taken for a march out, leaving the Concession and pursuing a pathway through the fields outside and returning through the village to their quarters.

The latest intelligence from Hanoi is to the effect that the Black Flags and their allies are concentrating at Bao-ninh, and it is probable that the first attack will be directed against that place. However, well defended, it is considered easier of capture than Sonai, on account of its position in a small plain, commanded by surrounding hills. It is reported that Sonai has been left with a garrison of only about 2,000 men, all the strength of the Black Flags being collected at Bao-ninh, but as these reports are derived from Chinese sources they require to be taken cum grano salis.

Information has been received by the authorities here, per last mail from Saigon, that the French Government purpose despatching 6,000 more troops to Tonquin, with a General of Division and a Brigadier, thus bringing up the total reinforcements to 10,000 men. On the arrival of the new General the command of the expedition will again change hands, Admiral Courbet probably receiving a step in promotion and the command of the China Squadron, as Admiral Meyer's period of service on the station has nearly expired. The additional reinforcements are to consist, it is said, entirely of Algerian troops, but it is probable that they will arrive too late on the scene to take part in the attack on Bao-ninh and Sonai, as it is almost certain that the Admiral will not await the arrival of his successor in command before striking a blow.

I see that the Saigon papers state that the telegraph line between Hanoi and Hai-phong is almost completed. This is certainly a mistake, and so far as I can learn the work has not yet been commenced. The telegraph apparatus, which arrived here some time ago, has been tried, but it has been found that the distance between Mount Elephant and Hanoi is too great to allow of the appliances working satisfactorily, and no intermediate elevation suitable for the establishment of a station has yet been discovered.

The S.S. *Volsoua*, of the Freycinet line, which has been chartered by the French Government, is expected to arrive to-morrow with a quantity of provisions and material for the troops in Tonquin.

The Messageries Maritimes steamer *Algeria* left here yesterday morning for Saigon. Amongst the passengers for Europe was M. le Vicomte Fleuriot de Langlois, formerly *chancelier* of the French Consulate at this port for eight years. M. de Langlois, who was well known to many English visitors to Hai-phong, had been home on leave and recently returned to take up his post by order of the Minister of Marine. M. Harmand, however, who seems to desire to dispense with the services of any officials who have any previous experience and knowledge of the country, after keeping him waiting here, without employment, for about two months, recently informed him that he had no post open for him and sent him back to Europe.

Later intelligence, 8 p.m., 15th Nov. P.S.—The S.S. *Am-tien*, which arrived in Hai-phong this afternoon from the Bamboo Creek post on the Songkoi, has brought down information that Admiral Courbet was, when the gunboat *Edouard* left Hanoi to meet the *Ruri-maru* on the 13th inst., about to start on a reconnaissance with a force of 3,000 men in the direction of Bao-ninh, on the opposite, or northern, side of the river.

The pirates in the neighbourhood of Mount Elephant, only twelve miles from Hai-phong, continue to give a great deal of trouble. The post which the French were reported to have established there was never garrisoned. This afternoon, when the *Ruri-maru* passed through the Lac Tai Canal, close by the mountain, a large band of these guerrillas were met with, with flags, spears, and a few guns amongst them. Four villages in the district, inhabited for the most part by native Christians (Catholics), had been, during the course of the morning, looted and burned down by the marauders. Hundreds of the unfortunate villagers, who had lost their houses, their newly-harvested crop of rice, and in fact their all, crowded down to the river side, praying those on the steamer to send some soldiers for their protection. Several of their number had also been killed by the brigands. The Spanish priest, or curé, in charge of the mission in the district also sought protection on board the boat, and was brought down to Hai-phong, being in great danger of losing his head. The *Ruri-maru*, which has recently, owing to the prevalence of these pirates on the river banks, been provided with a guard of seven soldiers on her downward voyage, opened fire on some of the pirates soon retreating, and, it is believed, succeeding in knocking over four or five of them.

It seems strange that no better protection than this can be offered to the natives who have exposed their cause by the French, but the cause is not far to seek. The civil representative here, the Resident, is supposed to be responsible for the protection of the district from bandits and robbers, and the means at his command for ensuring its safety consist of about 100 native police or militia armed with bamboo spears. These gentlemen only returned a few days ago from an excursion in search of one of these bands, but of course took care not to fall in with them. The military commandant here, Major Coronat, is as thorough a soldier as there is in Tonquin, but although there are still some 600 troops in Hai-phong they are not under his orders and he cannot stir out of the Concession against the practical bands without direct orders from Hanoi. This is but the natural outcome of the divided authority existing in the country, and is only one more proof, if further proof be necessary,

that the Commissaire General was sent to Tonquin many months too soon. The village or native town is entirely deserted to-night by its native inhabitants, but whether from fear of the pirates or the *Turcos* it is hard to say. The latter, however, appear to be confined to their quarters for the night.

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## THE HONGKONG OBSERVATORY.

The following report of Dr Dobereck, the Government Astronomer, appears in Saturday's *Government Gazette*, together with some voluminous instructions for making meteorological observations:—

Sir, I have the honour to acquaint you for the information of His Excellency the Governor, that, as directed by His Excellency in your letter of the 30th July ultimo, I have visited several of the Treaty Ports, and acted on the instructions laid down in your letter of the 23rd August ultimo.

I have during September and October ultimo visited Swatow, Amoy, Shanghai, Chinkiang, Kichiang, Hankow and Taku, and called on the Consular and Customs authorities stationed there. I also accepted the invitation of the Commissioner of Customs, Amoy, to visit, as an official passenger in the Imperial Maritime Customs Revenue Cruiser, *Long-Feng*, several of the light-houses along the coast, viz. Middle Dog, Turnabout, Ockseu, Fisher Island (Pescadores) and South Cape (Formosa). I spent six days at the latter place, it being a most important position.

I availed myself of this opportunity to study the geographical position, to inspect and occasionally verify meteorological instruments, to select the best places for future stations, to instruct occasional meteorological observers, and to occasionally make meteorological observations on board, or magnetic observations on shore with instruments that I took with me.

I have the honour to report that at present no meteorological services appear to exist in China. Some instruments are read in the Treaty Ports and Light-houses, but no particular system is followed. The instruments are generally useless. They are not of approved construction or properly placed, and corrections are not determined and applied, nor are the observers properly instructed.

Sir ROBERT HART, Inspector General of the Imperial Maritime Customs of China, took steps over ten years ago to start a meteorological service for China, and it was his intention to co-operate with other governments, and to exchange meteorological information. He purchased in London meteorological instruments of the construction approved in England, which are sufficient to equip the necessary number of stations, and it is intended that all appropriate meteorological registers should be supplied.

These instruments remain stored in the Customs houses at Shanghai and Amoy. I inspected those at Shanghai, and at the request of the Commissioner of Customs, Amoy, I unpacked, adjusted and verified sixteen complete sets of instruments of good construction, and gave proper preservation, and these instruments are now fit to be distributed among the stations.

While staying in Amoy, I had the honour to inform the Commissioner of Customs that thermometer screens, and stands for radiation thermometers were required. At his request several such screens and stands were constructed, and were sent to him. These are now submitted to his approval.

It is the intention of Sir ROBERT HART, that the meteorological registers in China should be constructed to uniform pattern, uniformity being an essential condition for the success of so extensive a meteorological service.

I have the honour, by order of His Excellency the Governor, to draw up "Instructions for making meteorological observations in China," which are now in the press. I have enclosed a copy of these instructions, together with a copy of Sir ROBERT HART's letter, to your letter (3rd paragraph) of the 23rd August ultimo, to recommend to the authorities at the Treaty Ports that tide-gauges, river-gauges, be erected there and at some of the light-houses, and that hourly records be kept for a space of two years, and I have had the honour to give my opinion to several of the Commissioners of Customs concerning the best way of fixing their tide-gauges.

I have had the honour to explain to the authorities with whom I have communicated that the object of the Hongkong Government is the general benefit of all who trade in these waters.

Supreme Court in Admiralty. (Before Sir G. Phillips, Chief Justice, assisted by Justices H. W. Baildon, R.N., and Nathaniel Ascelson.)

Monday, Nov. 19.

PEKING & MOTET LEBANON; AND MOUNT LEBANON & PEKING.

Mr J. J. Francis, instructed by Messrs Breerton, Wotton and Deacon, appeared for the owners of the *Pei-wei*, and Mr A. G. Wise, instructed by Messrs Sharp, Peck and Johnson, appeared for the owner of the *Mount Lebanon*.

The further hearing of this case, adjourned from Thursday last, was resumed at half-past ten this morning.

Mr Wise called his last witness—Cluit Amitt said he was master of the steam launch *Chia Kai*, 39 tons, and his launch had been wrecked on the Canton river on the 18th September last. His launch went at the rate of two knots and a half per hour between the Second Bar and the place of the collision. It never at any time went at the rate of four knots and a half, it could not do that speed towing a vessel. He remembered seeing some fishing stakes about a quarter of a mile ahead of the *Mount Lebanon* on the port side, when the collision took place. At the time of the collision the *Mount Lebanon* was about a quarter of a mile off the West Bank.

Cross-examined, witness said he was told by the engineer that the engines of the launch were of 12 horse power. The collision took place at about half-past two, at which time the tide was running up the river at the rate of about two knots an hour. He saw the old sampanman on board the *Mount Lebanon*. Captain Nelson gave witness orders how to steer his launch. The vessels were heading for Whampoa Point at the time of the collision. Witness was quite sure that he did not order to alter his course after they started at midnight.

operation of the Hongkong Observatory, which is, owing to its (in meteorological) position, a high station, and its connection with a high level station, an important station, and its telegraphic connection with other meteorological centres, the very best place to form a centre for the meteorological service of China, of which it is physically a part, and His Excellency does not see any objection to allow me to act as Meteorological Reporter to the Imperial Maritime Customs of China.

14. In the event of Sir Robert Hart deciding to make use of my services here, the Commissioner of Customs, Amoy, informed me, that he will suggest that the monthly meteorological registers be sent to him, and that the monthly registers from Swatow to Ningpo (including light-houses and stations in Formosa) be sent to me through the Commissioner of Customs, Amoy, and that the monthly registers from the more northern stations and from those on the coast, be sent to me through the Commissioner of Customs, Shanghai.

15. I would venture to suggest that His Excellency should secure for me, Sir Robert Hart's permission to communicate with him direct, in the event of any neglect of duty being exhibited by the observers in connection with their meteorological work. I have not yet had an opportunity of verifying all the instruments belonging to the Imperial Maritime Customs, but have verified the greater portion of those that are suitable for making trustworthy observations, and I am prepared to give my advice concerning the manner in which they ought to be distributed, and as far as possible correct any mistakes made by the observers.

16. The registers should then be revised by me, in order to discover, and as far as possible correct any mistakes made by the observers.

17. Whenever the monthly registers are sent to me, the first step to be taken will be to apply the corrections that the respective instruments require, as well as temperature corrections and reductions to sea level, etc.

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19. The observations should then be discussed: daily weather maps constructed, and conclusions drawn from the registers at each separate station, as well as from a comparison of the different registers, and the most interesting weather maps.

20. I would venture to state that all the registers thus reduced and revised should be periodically (if possible every month) published in Shanghai, by order of the Inspector General of the Imperial Maritime Customs, with a preface by myself embodying the results of my discussion of the observations, accompanied by the most interesting weather maps.

21. The Inspector General would no doubt make all the observations and the conclusions drawn from them accessible to meteorologists by liberally presenting to them copies of the Imperial Maritime Customs Meteorological Report, which would assist them in the investigation of typhoons and other phenomena, and I would especially recommend that the Governments of Singapore, Hongkong, Japan, and Russia, as well as the private observatories at Zi-kai-wei and Manila, should be favoured with these reports at the earliest opportunity.

22. With reference to telegraphic weather intelligence and storm warnings, referred to in your letters of the 20th July and 23rd August ultimo, I have the honour to inform you that the Directors of the Great Northern and of the Eastern Extension Telegraph Companies have promised me their support, in gratuitously sending meteorological messages between Hongkong and Manila, Amoy, Foochow, Shanghai, Wladivostok and Nagasaki.

23. I propose that the observations should be corrected and reduced by me before they are given to the public, and that they should be eventually accompanied by their forecasts and storm warnings.

I have had the honour, in accordance with the instructions contained in your letter (3rd paragraph) of the 23rd August ultimo, to recommend to the authorities at the Treaty Ports that tide-gauges, river-gauges, be erected there and at some of the light-houses, and that hourly records be kept for a space of two years, and I have had the honour to give my opinion to several of the Commissioners of Customs concerning the best way of fixing their tide-gauges.

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## GOESPEL OF THE PEACE.

To the Editor of the *China Mail*.

Sir, Both you and your contemporary seem to have overlooked one difficulty in the appointing of additional Chinese Justices of the Peace. It is that no Chinaman can be made a Justice of the Peace who is not a born or naturalized British subject.

Yours truly,

CRITIC.

## FOOCHOW.

FOOCHOW, Nov. 13th.

The sudden and almost unprecedented heat for the time of year during three days of last week, when Fahrenheit's thermometer registered as high as 88°, has unfortunately had the effect of causing the epidemic amongst the natives, which was on the decline, to return with some violence. It is to be hoped, that the marked change in the weather during the past few days, may have the effect of entirely dispelling the existing fever.

On Sunday morning last we witnessed an accident which almost immediately terminated fatally. A middle-aged Chinaman, whilst stopping round the scaffolding of a drying-turret, slipped his footing, and was precipitated head foremost to the ground, a distance of about forty feet. Who picked up the unfortunate fellow, whose neck veins have been dislocated, appeared to breathe a few times, and then expired.

The rumours which we contradicted in our last issue regarding General Messey's visit to Fuchow, had we had, for their origin, the fact of the death of the General, having received orders to raise the requisite number of 91 (Braves) within a stipulated period. With this view, active measures are being taken to supply the deficiency in the Army, which has to be made up by a subscription amongst the richer classes—or what literally speaking, is nothing less than a *levy*. Yang Tsun-kun has already gone to Swatow with the intention of raising such Braves, the natives of the latter port making, it is considered, the finest soldiers. We understand that when the requisite number of men have been obtained in Fuchow, and undergone a rough drilling, they will be distributed amongst the various forts on the river Min.

We regret having to record the decease of Mr. W. H. Hensley of H. M. Consular Service at this port, which occurred on Tuesday morning last the 13th inst., after a comparatively brief illness. The deceased, who was only in his twenty-second year, was a rising man, as although young, he had applied himself so studiously towards the acquisition of the native language, as to have become a proficient Chinese linguist; whilst his amiable and disinterested disposition earned for him the esteem of the entire community, who much lament his loss. The funeral took place yesterday morning at half past nine o'clock, the remains of the deceased being followed to the Cemetery by almost the entire community, who by attending the sad ceremony, paid their last tribute to the memory of a young man who had earned for him the esteem of the entire community, who much lament his loss. The funeral took place yesterday morning at half past nine o'clock, the remains of the deceased being followed to the Cemetery by almost the entire community, who by attending the sad ceremony, paid their last tribute to the memory of a young man who had earned for him the esteem of the entire community, who much lament his loss.

NEW BY THE FREE PRESS MAIL.

The M. M. steamer *Smith* arrived here early yesterday morning, bringing London mails up to the 12th October.

TELEGRAMS.

Berlin, Oct. 24.—The minor state of siege here and at Hamburg on account of Socialists has been prolonged for one year.

London, October 23, *Obituary*.—Captain Mayo Reid, the Novelist.

Tientsin, Oct. 26.—Count Kalnoky, the Austrian Minister for Foreign Affairs, speaking to a delegation to-day, laid special emphasis upon the cordiality of the pacific alliance between Austria, Germany and Italy. Referring to Russian relations with Austria, he said they were of a normal character, the only disagreeing feature in connection therewith being the Russian pressure upon the Balkans.

Vladivostok, Oct. 27.—The Emperor of Russia has recalled the Russian Aide-de-Camp to the Prince of Bulgaria. The latter has dismissed the Russian Minister of War and has recalled all Bulgarian officers attached to the Russian army.

Sofia, Oct. 28.—The Prince of Bulgaria has dismissed his Minister, and stated that the Russian officers attached to the Bulgarian army.

Peking, Oct. 30.—In the Chamber of Deputies to-day, there was debate upon the Radical interpretation of the Government policy in Tonquin. The Minister of Foreign Affairs defended the policy of the Government and complained of the dilatory nature of the Chinese policy. He said the French Government was resolved to push forward the expedition as far



